State may require such municipal corporation, if it sees fit, to pay to the up-land owners the value of their unexercised wharfing privileges, and this brings us to your last question as to whether or not the State by the present charter.

the State by the present charter has required the city to pay dam-ages in the establishment of har-ber lines.

Section 42 of the charter of 1906, conferred upon the city power to lay out new streets, etc.

Section 43 conferred upon it power to establish building lines,

etc

Section 44 gave the city power to establish harbor lines, etc.

Section 45, and several sections following it, provided that before the Common Council should make any such public improvements as provided in Sections 42, 43 and 44, that a public hearing should be called, and that all damages sustained by any person by reason of such improvements should be paid for by the city of Bridgeport.

There is no doubt but that under the former charter that the city of Bridgeport would have to pay the abutting owners all damages which they sustained from the laying of harbor lines, including damages for cutting off the unexercised right to wharf out.

wharf out.

In the present charter, however, of 1907, it will be noticed that Section 54 thereof gives the Common Council authority to lay out new highways.

Section 55 has reference to improvement of streets also

Section 56 has reference to im-provement of streets, also.

Section 56 has reference to the power to designate building lines.

Section 57 is the section which confers power upon the city of Bridgeport to establish harbor

Bridgeport to establish harbor lines.
Section 58, which immediately follows it, states that "Before the Common Council shall determine to make any such improvements referred to in Sections 54, 55 and 58, it shall cause reasonable notice to be given, etc.", and the following sections provide for compensation for such matters.

It is apparent that the Legislature has changed our charter in refer-

for such matters.

It is apparent that the Legislature has changed our charter in reference to the establishment of harbor lines, by omitting Section 57 from the sections which follow it that provide for public hearings and compensation for damages that flow from the public improvements mentioned in Sections 54, 55 and 56.

If the State confers upen the city the right to lay harbore lines, and says nothing whatever about requiring the city to pay damages, then the city would stand in the same position as the State itself, and would not have to pay damages except in cases where the State itself would have to pay.

It is exceedingly doubtful it the present charter contains any language requiring the city of Bridgeport to pay damages for the establishment of harbor lines; and, while there may be doubt, yet, it is my opinion that if a line is laid under the present charter that the city will thereby incur no damages whatspever.

Respectfully submitted this 23rd day of January, 1909.

JAMES A. MARR.

IT'S CL. RICAL ERROR

The Farmer's exposure of the effort to insert into the proposed charter amendments a clause which would if it should be assented to by the General Assembly compel the city to pay damages to the New York, New Haven and Hartford Company apparently caused the withdrawal, at least temporarily, of the amendment.

It did not appear in the batch of charges offered to the council last night.

charges offered to the council last night.

Mayor Lee assigned as a reason for the non-appearance that it had been found to contain a derical error which would be rectified.

In the mean time light is thrown upon the true nature of this most audacious effort "to put the city into the hole," by Former City Attorney James A. Marr, in his opinion, which is presented today for the attention of all thoughtful citisens who have had the interest of the municipality at heart and who believe that it is the duty of those trusted with the administration of city affairs to put the welfare of the city first.

Mr. Marr's opinion was not written for effect. It is not a political opinion. It is a statement given to a client by the lawyer upon the request of the cilent for an opinion upon the law whatever the law might be.

The opinion was not prepared after the trap amendment was not made public until yesterdsy afternoon. The opinion was rendered Jan. 23.

Harbor Master Exposes

'Little Joker' Amendment

(From the Farmer of May 20, 1909) Harbormaster Charles H. Morris has dressed an identical letter to each of

the Representatives of Bridgeport in

the General Assembly, which means the three Senators as well as the two members of the House.

My Dear Sir-I feel it my duty to call your attention to H. B., 519

to call your attention to H. B., 519 amending the charter of the city of Bridgeport, which, I am informed, has been favorably reported by the committee on Cities and Boroughs. This is the bill the ostensible object of which is to require hearings to be held before harbor lines are laid, by this city.

Its real object, I believe, is to reinstate in the charter a provision by which Bridgeport, for exercising its right to protect navigation by the location of harbor lines, shall be compelled to pay for so-called wharfage rights, although

lines, shall be compelled to pay for so-called wharfage rights, although the State, the United States, and I understand some cities of the State, exercise similar rights without being held to bay damages.

You will readily perceive that if it is the real object of the bill to provide hearines that this result may readily be accomplished without changing the status of Bridgeport in the matter of damages.

I understood at the hearing on the bill, that it had been prepared by counsel for the New York, New

The letter follows:

THAT STATE OWNS ALL LAND UNDER NAVIGABLE WATER IS ELEMETNARY LAW, SUPREME COURT DECLARES

The matter following is part of the on written by Former City Attor-Warr, as counsel for Arthur Jelifte, president of the Connecticut Oystermen's Protective Association. It cil by him, and the attention of Mayor

cil by him, and the attention of Mayor Lee was otherwise publicly directed to M. It was, printed in the Farmer of Feb. 3, 1909.

It will be noted that the opinion includes the declaration of the Supreme court that it is "elementary law" in this State that the State is the owner of the soil under navigable water below high water mark.

low high water mark.

Mayor Lee has had abundant opportunity to know that the railroad does not "own the land", those eleven acres of harbor which he has given to them to fill in, by causing the repeal of the The extracts from Mr. Marr's opin-

The extracts from Mr. Marr's opinon follow:

To Arthur Jeliffe.

President Connecticut Oystermen's Protective Association:
In response to your inquiries for
an opinion upon the matters herein discussed. I submit to you and
your association the following:
In reference to your first questior as to the power of the State
of Connecticut to establish harbor
lines within the navigable waters
of the city of Bridgeport and in
Bridgeport harbor, or whether or
not the State can delegate such
power to the city of Bridgeport. I
would state there is no doubt but
that the State of Connecticut has
such power, both to establish harbor lines within the harbor of the
city of Bridgeport and also to deletate said bower to said city.
In reference to your second question as to whether or not the State
of Connecticut in establishing harbor lines in said Bridgeport would
be bound to compensate the adjoining owners of mud flats which are
under the tide water in said harbor
the law seems to be as follows:

The asse of Lane vs. the Board
of Harbor Commissioners of New
Haven, in the 70th Connecticut, at
Pare 65, and also in the Tist Connecticut, Page 65, lays down the
law for this State and appears to
be squarely in point.

In this case one Lane was an

necticut, Page 65, lays down the law for this State and appears to be squarely in point.

In this case one Lane was an owner of an adjoining upland upon certain navigable water in New Haven harbor. The channel was some four or five hundred feet from the shore in front of Lane's property. The State of Connecticut had delegated to certain commissioners for New Haven the right to establish harbor lines, etc., in the interests of navigation, in said harbor. These commissioners had previously given the said Lane a permit to wharf out to the channel. The said Lane, because of his claimed ownership in the mudfirst in front of his uplands, had planted an cyster bed. Some time after Lane had secured said permit and had planted said oyster bed said harbor commissioners, using George H. Smith as their agent, and who had likewise had permission from the United States government, constructed a channel considerably nearer the shore than the old channel and through said cyster bed of Lane's without compensation therefor and without giving any notice to said Lane. Lane sued in our courts, claiming that neither the state of Connecticut nor the Federal government could take his

ourts, claiming that neither the teste of Connecticut nor the Fedral government could take his yeter bed, or his wharfing right from him without compensation, and likewise that they could not revent him from wharfing out to be old channel without first contemning this property right; and is further claimed that he was natited to notice before this property and property rights could be regally taken away.

The Supreme court on all claims isolded against Lane, and on page and of the 70th Connecticut, Judge Forrance stated the law to be as follows: "In our own State it is elementary law:

(1) That, subject to the limita-

(1) That, subject to the limita-tions of the Federal Constitution the state has the jus publicum, or right of governing its shores, and navigable waters for the protection of public rights.

And also the jus priva-. tum, or TITLE TO THE SOIL ITSELF, below high water mark in trust for the public use and benefit;

the public use and benefit;

(2) That the littoral proprietor owns in fee only to high-water mark, but that he has in the shore in front of his upland, certain exclusive advantages called in our reports rights, privileges and franchises, among which is the right of access to actually navigable wafer by wharfing out;

(3) That the right or privilege of wharfing out certainly so far at least as it has not been actually exercised is held subordinate and subservient to the public right of navigation.

"These statements of the law are supported by the dicta and decisions of this court in all the cases upon this subject from that of East Haven vs. Hemingway in the 78th Conn., down to that of Prior vs. Swartz in the 62nd Conn.

"This power to protect the dominant right includes not only the power to keep the navigable water free from encroachments and obstructions, but also to improve the navigability of these waters by deepening, straightening or widening the old channels, or digging now channels or otherwise, anywhere below high water mark, certainly as against the unexercised right to wharf out."

To summarize, it is my opinion, as before stated, that the State

right to wharf out."

To summarize, it is my opinion, as before stated, that the State of Conecticut may establish harbor lines as against the unexercised right of wharfing out, with out incurring any damages whatsoever, and may place said harbor lines anywhere between said channel and the low-water mark on the shore.

Second, that as against the exercised rights of, wharfing out, that, if the State, in laying harbor lines, condemns property already erected and requires the owners to remove it or prevents them from using, repairing or maintaining it, which amounts to a condemnation, the State would probably have to pay damages for such property so condemned.

Third, while the State has the

mned.
Third, while the State has the ght to lay harbor lines, as above ated, without compensation, and at the right to delegate this power a municipal corporation, such as a city of Bridgeport, conferring pon such municipal corporation if the immunity which the State and has, yet, nevertheless, the

HARBOR LINE CHANGE A CRIME, SAYS BEARDSLEY done ordinarily, because the president, Attorney George E. Hill, will be out of the city today and over Sunday. President Hill who was appointed a committee to confer with Prosecuting Attorney Alexander DeLaney regarding the legality of slot machines, reported last night. He said that he and the prosecutor had come to the conclusion that the line between tilegal, and legal machines rested on whether and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between tilegal, and legal machines rested on whether the conclusion that the line between the

Oyster Company's Manager.

F. S. Beardsley, manager of the Stratford Oyster Company, in a letter to Harbor Master Morris says "once the channel or anchorage room of Bridgeport's harbor is narrowed or curtailed the port has lost forever a valuable franchise and it therefore seems to us that the wise and far-sighted policy for Bridgeport would be to hold all that we have and get as much more as possible."

The letter follows:

The letter follows:
Stratford, Conn., May 17, '09.
Mr. Charles Morris,
Harbor Master,
Bridgeport, Conn.
Dear Sir—In regard to the matter of harbor lines in Bridgeport harbor about which there is to be a hearing in the Council chamber tonight, we have to say that the writer regrets that he will be unable to be present owing to a previous engagement. Our position in regard to the matter is about as follows:

follows:

We have no quarrel with any interest that may be concerned in the premises, but situated as we are directly opposite the locality in question we have observed very closely the workings of the shipping in the harbor. The result of our observations is that there is not room enough now to accommoour observations is that there is not room enough now to accommodate the shipping that has occasion to use the anchorage basin between the Naugatuck dock and the foot of Henry street. There have been for the last two months anywhere from ten to forty vessels anchored in this basin. Many times the basin has been fully occupied and vessels have been obliged to anchor in the channel and have thus blocked the channel so that vessels could not get in or out of the harbor. This has occurred this season when there has been very few vessels working on the natural cyster beds. What the condition would have been if in addition to the fleet of boats that have been here there had been two hundred or more sail

boats that have been here there had been two hundred or more sail boats as there are some years when there is good work on the natural beds, can readily be seen. There simply would not have been room enough for the fleet to anchor without anchoring in the channel.

If in addition to all this there should be added several Sound tows, that might at any time come into the harbor for a refuge the situation would be still more congested and dangerous, and unworthy of so important a port as Bridgeport. It seems to us that if a line of wharfs was constructed on the government line, so-called, and barges and other vessels were moored alongside of said wharf, this anchorage basin would not be available for the use of the large fleet that every year more and more has occasion to use it.

It may be urged that the proposed anchorage basin on the east side of the main channel near Steeple-chase Island can be used when completed, but in our opinion both basins will not be large enough to accommodate the increasing shipping of the port. What Bridgeport needs is more room rather than less, and any course that has a tendency to curtail the anchorage or channel facilities of the port would be a short sighted policy.

Once the channel or anchorage room is narrowed or curtailed the port, has lost forever a valuable franchise and it therefore seems to use that the wise, far-sighted policy for the city of Bridgeport to pursue would be to hold all that we have and get as much more as possible.

Yours truly,

Tours truly,
THE STRATFORD OTSTER CO.,
F. S. Beardeley, Manager.

HOW TO VOTE THE **DEMOCRATIC TICKET**

On the voting machine the second lever, from the top on the left hand side, is designated by the letter "B," which letter stands for Buckingham. Be sure and turn down the lever with the letter "B" and you have cast your vote for Buckingham for mayor and his associates on the Democratic ticket. You want Buckingham for mayor. The city needs him. Therefore do not run the chance of losing your vote by attempting to scratch. Look for the letter "B." It is on the second lever on the left hand side of the machine. Turn that lever down and you have cast your vote for the candidates of the people. Remember this. Look for the letter "B."

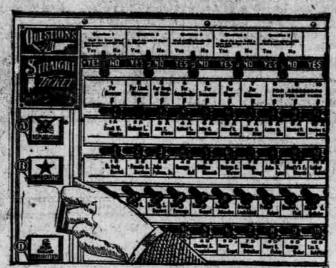
The six claim of the protector of the to be the to be the to be the to be called in good faith was stripped from them today when a "little joker" was discovered in the amendment subtred to the council took ing thing in the world. But it means the right, received directly from the state of Connecticut, to establish herber lines for the protection of navigation, without paying damages to the protection of navigation, without paying damages to the protection of navigation, without paying damages to the store are these single or wool with cotton warp to store are these single or wool with cotton warp to store are these single or wool and of wonderful fine-flats, between the city line and the following the store in the protection of the call down the letter "B."

HOW TO VOTE A STRAIGHT TICKET. flow Mayor Les Attempted to Account hand side of the machine. Turn that lever down and you for "Little Joker" flarbor Amend have cast your vote for the candidates of the people. Rement, Which Originally Came Out of member this. Look for the letter "B."

HOW TO VOTE A STRAIGHT TICKET.

Having closed the Curtain-Pull the Party Lever bearing the name or emblem of your Party over to the right UNTIL THE BELL RINGS, and then let it go back. This turns down to a voting position all of the Pointers of the candidates of your party. See illustration below.

The ringing of the Bell informs the voter that the Party Lever has been pulled far enough to unlock the Curtain Lever and engage the registering mechanism.



VOTER PULLING A PARTY LEVER.

The turned down Pointers indicate the names of the candidates for whom the vote will be cast. Leave the Pointers as they are (down in a voting position).

Move the Red Handle of the Curtain Lever to the left as far as it will go. This will count your vote, open the Curtain, and set the

machine for the next voter. CAUTION .- Before moving the Curtain Lever back to the left, be sure that a Pointer is turned to Yes or No for every question on which you wish to vote, and that a Pointer points to the name of every candidate you wish to vote for.

Haven & Hartford Railroad Com-ping who appeared in its favor. However desirable the proposed legis ation may be from the stand-point of the company, which as you know is now adversely engaged in a disagreement over harbor lines with the city, it seems to me that, as its effect may be to subject the as its effect may be to subject the taxpayers to large payments from time to time, that it is not a desirable alteration in the charter. For fuller information as to the legal bearing of this legislation I beg to call your attention to the opinion of former City Attorney James A. Marr, now on file with the Common Council of the city of Bridgeport, relating to the subject and bearing date of Jan. 23, 1909. Very respectfully yours, CHARLES H MORRIS,

Harbor Master.

HOLY ROSARY ITALIAN CHURCH HOLY ROSARY ITALIAN CHURCH
Sunday, Oct. 31, 1909, Low masses at
6:30, 8 and 9 o'clock. High masss at
10:30 o'clock with music of Battman.
At the Offertory Miss Rose Garaventa
will sing the Mascagni's Ave Maria,
a'so a special trio Jesu de vivi will be
sung by Mrs. A. Campheld soloist, Miss
R. Garaventa soprano and Mr. Edward
Casey tenor. Other singers are Miss
Carpenette and Miss Capozzi, Mr.
O'Neil. Mr. Garaventa and Mr. Kochiss
Mr. John A. Casey is the organist.
Monday November 1. Feast of All
Saints, Masses at 6. 7, 8, 9 o'clock.
In the evening at 7:30 will take place
the devotion for the Souls of Purgatory, Rev. A. Fentana of New Haven will preach. Tuesday November 2
Commemoration of Dead, Masses at 6
and 9 o'clock.

ADVERTISE IN THE FARMER

0

POLICE BOARD IN SESSION

Some Slot Machines Bay Be Used-Some Not

conclusion that the line between tilega, and legal machines rested on whether there was an element of chance in the playing of the machines, that the player er would lose his money, or would not get an equivalent in some article which the player desires. If the player receives the equivalent for his money and has a chance of getting more than his money's worth that machine will not be taken away. This finding cuts out all poker and card machines or any other machine which is not a self vending one. Gum machines are not lilegal. The report of the committee was given to Superintendent Birmingham who will order the patrolmen to confiscate all machines which are illegal.

A charge of conduct unbecoming an

ham who will order the patrolmen to confiscate all machines which are illegal.

A charge of conduct unbecoming an officer was preferred against Special Patrolman John C. Murphy by Superintendent Birmingham, and the special will have to appear before the board at its next meetling. This action is the sequel to his arrest and alleged assault upon Emil Brecklin Oct. 17.

Commissioners Hill and Coughlin reported as a committee that the exchange of a piece of land at the Second Precinct station with the Congregation Bikur Cholin was undesirable. The report was accepted and the resolution was adopted and will be forwarded to the Common Council.

Joseph Levywitz, a Ridge avenue property owner who desired to be a special policeman to protect his property from thieves which infest the neighborhood, was turned dawn. After the meeting he said he did not understand why he should be refused. He has been a resident of this city for six years, at least, and is a voter. The reason given him was that that section of the city was well policed. Mr. Levowitz denied this and said that he was unable to rent his houses to other than foreigners because of the petty thievery which was constantly going on in the neighborhood. He felt that a badge would be all that was necessary to protect his tenants. He said he didn't want to make any trouble and would not make an arrest if he had a badge.

John Richards of 129 James street, was appointed janitor of the Second Precinct police station.

The auto-patrol will be stored commencing with November 1, until the erection of the new garage.

MAYOR LEE

(From the Farmer of Feb. 18, 1909) The last claim of the protectors of the government harbor line to be call-

"That section 58 of the charter of the city of Bridgeport be, and hereby is, amended by adding, after the words "fifty-seven."

The proper the

'fifty-seven.'

The proper title would be "An Amendment to Require the City of Bridgeport to Pay Damages to the New Haven Road Whenever the City Establishes Harbor Lines."

Sec. 34 of the charter gives the Common Council power to lay out high-

ways. Sec. 55 also relates to the improve ment of streets, ment of streets.

Sec. 58 empowers the couffeil to designate the building lines.

Sec. 57 is the section which confers upon the city power to make harbor

Sec. 58, which immediately follows Sec. 57, states "that before the Com-mon Council shall determine to make any such improvement referred to in Sections 54, 55 and 56, it shall cause reasonable notice to be given and the following sections provide for the pay-ment of compensation in such mat-

Notice is not provided, nor compen-sation arranged, because "nobody's property is taken by such a proce-

ing an body anything.

Then the city will be held for damages under an act drafted in Bridge-port and procured by the servants of the people of Bridgeport.

EAMES PRIDICIS NEW HARBOR LINE FIGHT TO PROTECT PARK

(From the Farmer, Oct 5, 1908.)
President George M. Eames, of
the Board of Park Commissioners,
was an interested spectator at the
session of the Common Council,
last night, during the passage of
the harbor line legislation. To a
reporter of the Farmer he said
that it will not be long before the
Park Board will ask the Aldermen
for some harbor line legislation. He
said that what could be called the
"up river" harbor line fight is now
apparently settled, but that the
way is paved for a brand ney harbor line fight below the inverbreakwater. He is not afraid that
the Lecomobile company will stal
a march on the Park Board over
night by filling in the 20 acres of
harbor involved, because as he
says they cannot set the 10 000
odd teams that would be necessary
for so prompt a performance of the

WANT ADS. CENT / WORD

HOWLAND'S

Entrances on Main street, Fairfield avenue and Cannon street

The Weather-Fair tonight; partly Saturday, October 30, 1909. cloudy and warmer tomorrow,

Men,--Here is a The Police Board met last night in-stead of tonight, as they would have

Bought a lot of shaker-knit sweaters the other day

They are great; are heavy, and fine yarn, are knit as

A very few of them would sell usually at \$4. Most are

worth \$5 and \$6. A few are worth even more. But samples are sold cheap at close of the order taking season; and we bought these cheap; and we shall sell

\$3.45!

the Notion Sale.

Reserves come hurrying forward from the stockrooms. They jump into the breach; fill up the holes that have been made by your attack upon the good things offer-ed in this Notion Sale. And once more there is complete and attractive assembly of small wares at big economies.

"I always count upon these Notion Sales. They give me a chance to fill my sewing-basekt for weeks ahead "I really don't see how you can do such things. Here

is spool cotton at 3 cents that is as good as any I ever bought at 5 cents." "How do you manage to get such good things and so

many of them so you can sell them at such prices? It is astonishing. Why, I have spent only a couple of dollars and I'm sure I have saved a couple."

Here are illustrations of the savings:

Jet buttons assorted sizes, Women's hose-supporters, worth 50c to \$1 doz,—25c pin-on or front-pad, good col-

White cotton tape, 24-yd Dressmakers' pins, 1/2 In pieces, worth 10c,-5c box, worth 25c,-18c. Shoe laces, 1 to 1½ yds Safety-pins, sizes 1 2 and long, dozen in bunch, worth 3, worth 5c doz,—3 for 5c.

c,—3c. Basting cotton, 500 yd Children's hose-support-spools, 40 50 and 60, worth ers, black white blue or pink, 5c,-3c.

worth 5e pair,-2 for 5c.

of pink or blue or lavender; \$2.50. are in unique block plaids or floral patterns.

edging of silk, Often they are used as a inches, \$3. spread — and novel one do | Sateen comfortables with

Fine blankets of pure wool, pure white with border of blue or pink, very soft sheep,—\$9.

Wool blankets woven up-

we could almost be boastful \$7.50 and \$9. about them. Makers tell us Fine silk-top comfortables we are foolish to sell them at filled with down, back of saif this "little joker" is passed by the council, and accepted by the assembly, and if there is no referendum to the people, the situation in the harbor fight will be changed.

Now the city can establish harbor lines as a matter of right, without paying an body anything.

We are foolish to self them at linear with down, back of saving are them. The work is an extent of the price; say they are teen, exceptionally rich, 6 by worth much more. And they are.

Lustrous messaline silk

Darning cotton, 45 yd Spool cotton, white or spools, black white tan and black, 200 yds, regular 5c,— gray, worth 15c doz,—12c. Dress-shields, plain, light

ors, worth 25c,-17c.

Stitched comfortables of silkolene, delightful patterrs Each is bound with a wide and good colors, filled with nure white cotton, 72 by 84

they make. Folks in search center of plain color around of a bath-robe blanket that is "absolutely different" der in contrasting color efwill be delighted with them.

Down-filled comfortables, covered on each side with and fleeev as an Australian figured sateen, 6 feet square,

Down comfortables cover-But the establishment of harbor lines is not included in Sec. 58, and no notice is required and no compensation is provided, because it has been the policy of the State under the decisions of the courts that the establishment of harbor lines to protect navigation may be exercised by the State as a we could almost be boastful \$7.50 and \$9. 72 by 84 inches,—\$6. ed in plain color and back is Blankets at \$5 are so good of solid color, 6 by 6 feet,—

all the liked shades, -- 45c!

manded shades, a yard wide,

A limited lot of exactly the same messaline silk as we sell regularly at 59 cents yard for-

It has a special beauty of luster. It is included in all the hues that are most-sought—and those hues have a rare depth of color.

It is of nice weight and texture, is firm as well as marked by beauty.

Among colors are myrtle, green, lavender, copenhagen blue, catawba, sky blue, wisteria, navy blue, yellow, cream, brown, and rose. Back taffeta, 35 inches wide, excellent finish, same as

is sold here usually at \$1 a vard,-Black messaline, a yard wide and of specially soft

fine finish, regular price \$1 a yard,— Skinner's lining satins, the best-wearing of lining satins and guaranteed for two seasons, in all the de-

THE HOWLAND DRY GOODS CO.